

MiG-31M - FOXHOUND-B

DATA AS OF 2013 (standard replenishment)

MiG-31M / product 05 - FOXHOUND-B / Improved FOXHOUND

★★★★

Long-range fighter-interceptor. The development of a deep modification of the MiG-31 fighter was initiated in 1984 by the Sokol aircraft plant design bureau (Gorky, later Nizhny Novgorod), chief designer - E.I. Mindrov. According to unconfirmed data, the modernization program was called I-255. The modernization was aimed at lightening the design and improving the manufacturability of the aircraft. The fuel system of the first prototype was significantly modified compared to the basic MiG-31 - the volume of fuel in the internal tanks was increased by 1,500 liters, which led to a change in the aircraft's center of gravity and worsened stability and controllability. The avionics and weapons system of the MiG-31M aircraft were updated. The first flight prototype MiG-31M No. 05-01-01 was assembled by the Sokol aircraft plant in Gorky in 1984 and delivered to Moscow for final assembly to the experimental production facility of the MiG Design Bureau - the Zenit plant. The first flight prototype MiG-31M, side No. 051, made its maiden flight on December 21, 1985 (the crew consisted of test pilot Boris Orlov and test navigator Leonid Popov). Aircraft with side numbers 053, 054, 055, 056 and 057 were involved in the tests. The tests were conducted at the airbase in Akhtubinsk. Aircraft No. 051 and 052 were lost during the tests. State tests of the MiG-31M were completed in April 1994 with the successful destruction of a training air target at a distance of 300 km. Russian President Boris Nikolayevich Yeltsin sent congratulations to the MiG Design Bureau team on the completion of state tests of the MiG-31M and the successful destruction of the target missile.



MiG-31M with K-37 missiles under the fuselage and R-73 under the wing (Angelsky R., Korovin V. Domestic air-to-air guided missiles // Equipment and Armament. No. 9 / 2005).

Author: [DIMMI](#)

Created: 01.03.2012 22:39:25

Comments: [10](#)

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MiG-25P - FOXBAT-A, -S, -E

DATA FOR 2023 (standard update)

MiG-25P - FOXBAT-A

MiG-25PU FOXBAT-C

MiG-25PD - FOXBAT-E

★★★★

Fighter-interceptor of the MiG-25-40 / S-155 interception complex, [reconnaissance](#), [attack aircraft](#). Search conceptual work was carried out by OKB-155 (MiG) and TsAGI in 1958-1960 under the supervision of Ya. I. Seletsky (probably the E-155 layout variant of 1958-1960 - *see below*). The decision to create the S-155 aircraft and interception complex was made in 1960. At the pre-draft design stage, three variants of a single-fin aircraft with a delta wing were considered - an interceptor (E-155P), a reconnaissance aircraft ([E-155R](#)) and a carrier of attack missiles ([E-155N](#)). The development of the prototype of the MiG-25 in its classic form (a twin-fin aircraft with a trapezoidal wing) in [the reconnaissance](#) and interceptor variants E-155 was started by OKB-155 Mikoyan and Gurevich (later - MMZ "Zenit") by the Order of the State Committee on Aviation Industry of March 10, 1961, which was issued on the basis of the Resolution of the Council of Ministers of the USSR of February 5, 1961 (February 17, 1961 according to other sources). Chief designer - M.I. Gurevich, later - N.Z. Matyuk, since 1976 the work on the aircraft was supervised by Deputy Chief Designer L.G. Shengelaya. The technical specifications set the task of creating an aircraft with a cruising speed of 2.5-3.0M.

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MiG-25PD, tail number 62 blue (photo from Sierra archive, website forum).

Author: [DIMMI](#)

Created: 30.07.2010 09:44:19

Comments: [174](#)

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MiG-31 - FOXHOUND

DATA AS OF 2023 (standard replenishment)

MiG-31 / product 01 - FOXHOUND

MiG-31BM / product 01BM - FOXHOUND

★★★★

[MiG-31 registry - FOXHOUND](#)

Long-range fighter-interceptor - the first Soviet fourth-generation fighter. Development of fighter variants to replace the MiG-25P was carried out since 1965. The project of a heavy interceptor E-155PA with R-15BF-300 engines and Smerch-100 radar, armed with K-100 missiles, was studied. Since 1966, development of a two-seat multipurpose aircraft E-155M - the prototype of the MiG-31 - began. In 1968, TsAGI issued recommendations on the new aircraft. In 1972, the tactical and technical requirements were formulated with an emphasis on increasing the flight range and duration of the interceptor's patrol. One of the aircraft variants was supposed to be equipped with a variable geometry wing with two RD-36-41M engines developed by OKB-36 MAP (chief designer - P.A. Kolesov). After the requirements were set for the possibility of conducting semi-autonomous actions to intercept targets in the absence of a continuous radar field, a preliminary design for the E-155MP interceptor was developed in 1972. The general designer was R.A. Belyakov. Until 1976, the chief designer of the E-155M was G.E. Lozino-Lozinsky, in addition to him, the group of main developers included V.A. Arkhipov, K.K. Vasilchenko and A.A. Belosvet. From 1978 to 1985, the chief designer was K.K. Vasilchenko, later - A.A. Belosvet and E.K. Kostrubsky.

The experimental prototype E-155MP / [MiG-25MP](#) (side No. 831, product 83/1) was manufactured by the experimental production of the MiG Design Bureau (the A.I. Mikoyan MMZ Plant, Moscow) in the spring of 1975. The first flight was performed at the Flight Research Institute airfield in Ramenskoye on September 16, 1975 (pilots - A.V. Fedotov and V.S. Zaitsev). The second copy E-155MP-831 with the Zaslon radar complex entered testing in 1976. Two copies of the E-155MP aircraft took part in the first stage ("stage A") of joint state tests.



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MIG-31BM with R-73 and R-33 missiles at the airbase in Kansk, 25.12.2012 (photo - Vladislav Belograd, <http://ria.ru>).

Author: [DIMMI](#)

Created: 18.10.2010 02:43:26

Comments: [199](#)

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Su-57 / T-50 / I-21 / PAK FA

DATA FOR 2017 (standard update)

Su-57 / T-50 / I-21 / PAK FA

★★★★★

The fifth-generation Advanced Frontline Aviation Complex (PAK FA) was developed within the framework of the I-21 program (program name) as the T-50 fighter (name of the experimental aircraft). Purpose - multifunctional multi-role fighter. The development of the aircraft was started by the P.O. Sukhoi Design Bureau in the late 1990s. In April-May 2001, a tender was announced under the I-21 / PAK FA program, in which the Sukhoi Design Bureau and the MiG Design Bureau took part, with the interaction of both design bureaus with the Yakovlev Design Bureau to develop a version of the project with vertical takeoff. The decision of the state commission based on the results of the competition was made in early 2002 - the T-50 aircraft project of the Sukhoi Design Bureau (chief designer - A. Davidenko) won as the least risky to implement and fully satisfying the tactical and technical requirements. In June 2002, the government approved the commission's decision, instructed it to prepare a target comprehensive program and begin preliminary design. The technical specifications were issued to the Russian Ministry of Defense in July 2002. The preliminary design of the T-50 was completed at the Design Bureau in November 2004 and approved by the Russian Ministry of Defense in December 2004. Experiments were started on laboratory aircraft. An electronic mock-up of the T-50 (probably a computer model of the aircraft's layout) was demonstrated to the Commander-in-Chief of the Russian Air Force V. Mikhailov no later than January 2005. By 2005, the names of the T-50 and I-21 were made public, and an announcement was made about the possible defense of the aircraft's technical design in 2006. By early 2006, the mock-up of the aircraft's airframe had undergone wind tunnel testing.

Production of structurally similar samples of the T-50-0 (T-50-KPO) was launched at KnAAPO (Komsomolsk-on-Amur) in November 2006. In April 2007, the Air Force leadership approved the T-50 mockup, and design documentation is being released. In August 2008, the development of the design documentation set was completed, and the drawings were transferred to KnAAPO for production of a pilot series of T-50. Assembly of a pilot batch of flight prototypes (T-50-KNS and T-50-1) began in December 2007 and continued in 2008. As of June 1, 2009, assembly of the T-50-0 intended for static tests was completed, and assembly of the flight test series aircraft (T-50-KNS and T-50-1) was underway. As of August 20, 2009, two or three technical prototypes of the T-50 (1-2 T-50-KPO and 1 T-50-KNS) have been created for ground testing and the first flight prototype T-50-1 is being assembled.

Tests: On December 24, 2009, at the Dzemgi airfield (Komsomolsk-on-Amur), one of the two prototypes of the first series of I-21, the T-50-KNS, made its first run. On January 16, 2010, the T-10M-10 flying laboratory, board No. 710, made its first high-speed taxiing run from 14:28 to 14:54 Moscow time at the Zhukovsky Flight Research Institute airfield with the T-50 engine prototype, "article 117", and on January 21, the T-10M-10 flying laboratory made its first flight with the "article 117" engine. On January 22, the T-50-1 made a run along the runway of the KnAAPO Dzemgi airfield with the front landing gear raised into the air and the brake parachute released. And finally, on January 29, 2010 at 11:19 local time, pilot Sergey Bogdan made the first flight on the T-50-1 lasting 47 minutes (*see below for a detailed chronology*). The second flight of the T-50-1 in Russian Air Force camouflage colors took place on February 12, 2010 in Komsomolsk-on-Amur. In addition to the first flight, it was originally planned to make 2-7 more flights in Komsomolsk-on-Amur (according to various sources), after which the first prototype should arrive at the Gordy airfield (the Air Force Flight Research Institute base in Zhukovsky).

Special thanks to the Stealth Machines website and personally to Paralay (<http://paralay.com>) for their enormous contribution to collecting and analyzing information on the PAK FA, as well as for the wonderful graphic materials.



(C) Sergey Koptsev / photo 20117986 RussianPlanes.NET
T-50 / PAK FA aircraft No. 054 takes off, Ramenskoye, 22.08.2013 (photo - Sergey Koptsev, <http://russianplanes.net/id117986>).

Author: [DIMMI](#)

Created: 24.08.2009 00:39:10

Comments: [2533](#)[READ THE FULL ARTICLE >](#)

MiG-41 / PAK DP

DATA AS OF 2017 (standard replenishment)

MiG-41 / PAK DP

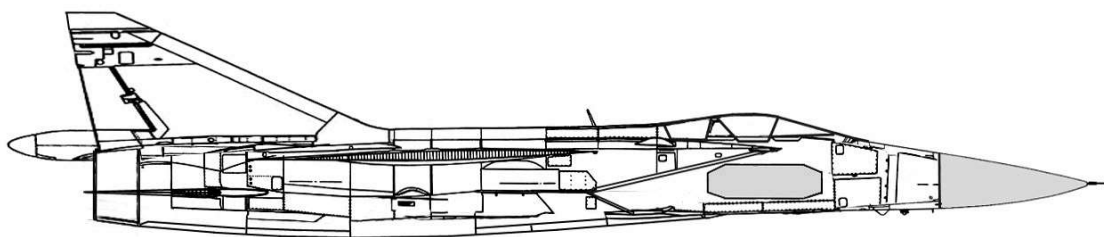


Long-range high-speed fighter-interceptor (project) / promising long-range interception aviation complex (PAK DP). The fighter based on the [MiG-31](#) is being developed by the MiG Design Bureau jointly with the Sokol Aircraft Plant Design Bureau (Nizhny Novgorod). The development began in the first half of 2013, according to a statement by the Air Force Commander-in-Chief on 11.04.2013 ([source](#)). According to later information, the aircraft's development began by order of the Chief of the General Staff of the Russian Armed Forces ([source](#)). Probably, a similar modernization of the MiG-31 was worked out back in the early 1990s, but was not implemented. The aircraft is planned to be developed within the framework of the armament program until 2020. As of 2013, the replacement of the MiG-31 aircraft fleet with the new machine is planned until 2028.

On August 11, 2014, the Commander-in-Chief of the Russian Air Force Viktor Bondarev clarified in the media that R&D is currently underway, R&D is planned to begin in 2017 to create a promising long-range interception aviation complex, and the new aircraft is expected to be delivered to the Air Force by 2025 ([source](#)). On June 14, 2017, MiG General Director Ilya Tarasenko stated in the media that the design bureau is working on the PAK DA project "partly on its own initiative", and work is underway on the concept of the project and its appearance ([source](#)).

<http://militaryrussia.ru> (c) 01.03.2014

"МиГ-33" / МиГ-41 - вымышленный образ 1992 г.



A fictional image of a deep modernization of the MiG-31 - the "MiG-33" aircraft - a probable prototype of the MiG-41 project. The image is complex based on the stories of MiG-31 pilots and may have nothing in common with reality, 1992 (<http://militaryrussia.ru>).

Author: [DIMMI](#)

Created: 01.03.2014 01:04:34

Comments: [33](#)[READ THE FULL ARTICLE >](#)

Su-35 / Su-35S - FLANKER-E

DATA AS OF 2015 (standard replenishment)

Su-27M / T-10M - Super FLANKER

Su-35 / T-10M - FLANKER-E

Su-35BM / "T-10BM" / Su-35 / Su-35S - FLANKER-E+



Multirole fighter. Developed by the Sukhoi Design Bureau as a further development of the Su-27 FLANKER. Overall management of the aircraft development was exercised by the Design Bureau's General Designer [M.P. Simonov](#) , the Su-27M project was headed by the Chief Designer (and Su-27 project leader) A.I. Knyshev, and then by Nikolai Fedorovich Nikitin, later the Chief Designer. In 1996, after N.F. Nikitin transferred to work at the Sukhoi Air

Defense and Industrial Complex, Vladimir Sergeevich Konokhov was appointed Chief Designer and Project Leader for the Su-27M and its modifications.

The development of the multi-role modification T-10M / Su-27M began in the early 1980s. In addition to optimization for highly maneuverable air combat, the aircraft also received the ability to destroy ground targets with guided missiles. Formally, the aircraft belongs to the 4++ generation of jet fighter aircraft, but according to some experts, it can be considered a 5th generation aircraft. The second-generation Su-35 aircraft in the early 2000s was called the Su-35BM ("Big Modernization") for some time, which was later discontinued. The name "T-10BM" is most likely not official.



Su-35S, board No. 07 red, in Ramenskoye, July 2013 (photo - Sergey Lysenko, <http://russianplanes.net/id115658>).

Author: [DIMMI](#)

Created: 10.05.2011 00:09:53

Comments: [269](#)

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MiG-21. Chronology and export.

DATA AS OF 2015 (standard replenishment)

MiG-21 - FISHBED. Chronology and export.

The article contains information on the chronology of the MiG-21 in production and in the USSR Air Force, as well as data on the export of MiG-21 aircraft.

In total, the following MiG-21s of various modifications were produced in the USSR over all years:

- Znamya Truda plant (Moscow) - 3,203 units.
- Sokol aircraft plant in Gorky - 5,278 units.
- Tbilisi aircraft plant - 1,677 units.

TOTAL: 10,158 units (in the USSR).

MiG-21F-13 of the Vietnamese Air Force (<http://militaryphotos.net>).Author: [DIMMI](#)

Created: 19.04.2015 10:49:12

Comments: [17](#)[READ THE FULL ARTICLE >](#)

MiG-21 / MiG-21F - FISHBED

DATA FOR 2015 (in progress)

E-4 / E-5 / MiG-21 - FISHBED-A

E-6 - FISHBED-B

MiG-21F - FISHBED-C

★★★★

Frontline fighter. Developed by OKB-155 (A.I. Mikoyan and M.I. Gurevich Design Bureau). Work on the fighter began in 1952. In the summer of 1953, the USSR Council of Ministers issued a Resolution ordering the development of aircraft designed for high supersonic speeds. The A.I. Mikoyan Design Bureau began work on the E-1 fighter project with a swept wing and an AM-11 engine developed by A.A. Mikulin. Due to a delay in engine development, the aircraft design was changed to accommodate the AM-9B engine with a thrust of 3,250 kg from [the MiG-19](#). The new fighter received the E-2 codename; it differed from the E-1 in its aerodynamic ridges under the tail section of the fuselage and split slats. At the same time, work began on a version of the E-5 fighter with a delta wing and the same AM-11 engine. For the same reasons, the design was changed to the E-4 with an AM-9B engine with a thrust of 3,250 kg.

The first prototype with swept wings E-2 (later called MiG-23 - the first with this name) made its first flight on February 14, 1955 (test pilot G.K. Mosolov). The first prototype with a delta wing E-4 was built in 1955 and made its first flight on June 16, 1955 (test pilot G.A. Sedov). During tests, the E-4 showed a maximum speed of 1,296 km / h, while the S-1 of the P.O. Sukhoi Design Bureau exceeded 2,000 km / h during tests. During the modification, the E-4 aircraft had a new wing - instead of one large aerodynamic ridge located under the wing, three small ones were installed above the wing, the wingtips were cut off. The RD-9B engine was replaced with an RD-9I. The modified E-4 made its first flight on September 5, 1956 (test pilot G.A. Sedov).

Construction of the second experimental E-4 based on the E-5 project began in 1955. The aircraft was immediately equipped with a modified wing with upper aerodynamic ridges and a sweep of 57 degrees. The aircraft was designed for the RD-11 (AM-11) engine. The E-5 prototype made its first flight on January 9, 1956 (test pilot V.A. Nefedov). During testing, the aircraft received the official name MiG-21. At the end of 1957, development of the E-2 / MiG-23 aircraft with swept wings was discontinued. Testing of the E-5 was completed in May 1958. In total, more than 100 and 98 flights were made on the E-4 and E-5 aircraft, respectively (250 flights were made on all E-2 and E-2A models).

MiG-21F-13 fighter, board No. 84 "red" of the "Aggressor" squadron of the US Air Force. The aircraft was previously in the Indonesian Air Force. Tonopah airfield, 1986 (<http://airwar.ru>).Author: [DIMMI](#)

Created: 16.03.2009 23:37:11

Comments: [65](#)[READ THE FULL ARTICLE >](#)

MiG-19 - FARMER

DATA AS OF 2014 (in progress)

MiG-19 / MiG-19F - FARMER-A

MiG-19P - FARMER-B

MiG-19S / MiG-19SV / MiG-19SF - FARMER-C**MiG-19PF - FARMER-D****MiG-19PM - FARMER-E**

Frontline fighter. Developed by OKB-155 of A.I. Mikoyan and M.I. Gurevich. Research and development work on creating a twin-engine supersonic fighter was started by OKB-155 in 1951. The experimental prototype I-340 (SM-1) was built on the basis of the MiG-17F with two AM-5 engines in 1951 and made its first flight on April 19, 1952 (test pilot K.K. Kokkinaki). The experimental prototype I-360 (SM-2) was built in early 1952 and performed its first flight on May 24, 1952 (test pilot G.A. Sedov). The second copy - the prototype SM-2/2 took off in October 1952. On August 15, 1953, the USSR Council of Ministers adopted Resolution No. 2181-887 on the development of a twin-engine supersonic frontline fighter in addition to the single-engine one. The twin-engine SM-9 was planned to be equipped with AM-9F engines, the single-engine - with a VK-7 (I-370) engine. The start of state tests of the SM-9 was scheduled for April 1954. The development of the SM-9 was supervised by Deputy Chief Designer N.Z. Matyuk, the lead engineer was V.A. Arkhipov, the calculation group was headed by K.K. Vasilchenko.

Construction of two SM-9 prototypes based on the SM-2 experimental aircraft began in 1953. SM-9/1 was ready in December 1953, and on December 21, its airfield tests began. The SM-9/1 made its first flight on January 5, 1954 (test pilot G.A. Sedov), lead test engineer - V.A. Arkhipov, deputy - V.A. Mikoyan. During the second flight, with the afterburner on, the SM-9/1 reached a speed of Mach 1.25 at an altitude of 8,050 m. Later, it was possible to obtain a speed of Mach 1.33, and with a descent at an altitude of 10,600 m - Mach 1.44. During the check of the spin characteristics, uneven operation of the engines was discovered. The air intake was modified - they returned to the design of a straight partition, previously used on the experimental SM-1 and SM-2 and dividing the air intake into two channels, which made it possible to simultaneously reduce the likelihood of engine surge and when firing from the fuselage cannon. The first flight after modifications took place on August 12, 1954 ([source](#)).

On August 30, 1954, the experimental SM-9/1 was delivered to the State Research Institute of the Air Force for state tests, which began on September 3, 1954. The leading test pilots were Lieutenant Colonel V.G. Ivanov and Major N.A. Korovin, the test pilots were the head of the institute, Lieutenant General of Aviation Blagoveshchensky, Colonel Yu.A. Antipov, Lieutenant Colonels Molotkov, V.S. Kotlov, G.T. Beregovoy, Treshchev, Majors V. Makhalin, A.G. Solodovnikov, Lapshin, Unitsky, Captain Tsikunov. In total, eight pilots from the State Research Institute of the Air Force participated in the state tests, two pilots from NIP-4 (scientific testing ground), the rest from combat units. The tests were supervised by engineer Yu.M. Kalachev. Due to various defects, the flights were interrupted several times, which delayed the tests until March 1, 1955. During the tests, the missile and bomb armament were not tested, flights with external tanks, spins, and canopy jettisoning were not performed ([source](#)).



MiG-19PM fighter with K-5M/RS-2U missiles ([source](#)).

Author: [DIMMI](#)

Created: 10.09.2014 00:33:45

Comments: [16](#)[READ THE FULL ARTICLE >](#)

MiG-9 - FARGO

DATA AS OF 2014 (in progress)**MiG-9 / I-300 - FARGO**

Fighter. Developed by OKB-155 A.I. Mikoyan and M.I. Gurevich. In May 1945, the design of the I-260 aircraft with two engines placed under the wing was started, and in June, the development of the I-300 fighter (factory code "F") with two BMW-003 engines in the fuselage was started. The roll-out of the first prototype was scheduled for October 15, 1945. Lead engineer for the project was A.G. Brunov, lead engineer for flight tests was A.T. Karev. In late autumn 1945, the working design of the I-300 was approved and construction of a mock-up was started, and the design bureau's pilot production facility began manufacturing aircraft units and components. The official assignment for the development of the I-300 was given to OKB-155 by Resolution of the Council of People's Commissars of the USSR No. 472-191 dated February 26, 1946 and Order of the People's Commissariat of the Aviation Industry No. 157 dated March 27, 1946. The resolution specified the construction of three I-300 prototypes with the presentation of the first for flight tests on March 15, 1946.

The first prototype of the I-300 - the F-1 aircraft - was completed in production and transferred for testing at the end of December 1945. Ground tests of the aircraft with the power plant were conducted over the course of four months. On March 23, 1946, the F-1 aircraft was delivered to the Flight Research Institute. On April 12, 1946, test pilot A. N. Grinchik performed an engine run and taxiing on the aircraft on the platform in front of the hangar, and on April 15 - taxiing with approach. After eliminating the defects found during this, on April 19, an approach was made to a height of up to four meters with a headwind of 8 m/s. The takeoff run before the approach was 400-450 meters. The approach length with flaps extended to 15 degrees was 300 meters, with flaps extended to 55 degrees - 400 meters. The landing run after the approach was 600 meters.

Then the preparation of the aircraft for the first flight was started. The center of gravity for this was set to 25.8% MAC, the landing 23.5% MAC. Kerosene was completely poured into the first and second fuselage tanks and into the supply tank, and 134 kg into the wing tanks. Instead of the 57-mm H-57 cannon, located in the central bulkhead of the air intake, a blank was installed. The two 23 mm NS-23 cannons located at the bottom of the forward fuselage were left in place. The ammunition was not loaded, and 30 kg of cargo was placed in the cartridge box for the N-57 cannon. On the evening of April 23, 1946, permission was received for the first flight.

On April 24, 1946, at 11:12, pilot A. N. Grinchik took off in an I-300 F-1 aircraft. On the same day, at 13:56, test pilot M. I. Ivanov made the first 6-minute flight in a Yak-15 fighter. Later, the second (May 7) and third (May 11) flights of the F-1 aircraft were carried out practically without any comments.



The first prototype of the MiG-9 - I-300, 1946 (<http://www.airwar.ru/>).

Author: [DIMMI](#)

Created: 16.02.2014 23:25:58

Comments: [2](#)

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La-160 Strelka

DATA AS OF 1997 (requires updating, in progress)

La-160 "Strelka"

★★★

Experimental fighter with swept wing. Developer - OKB S.A. Lavochkin. The first jet aircraft with swept wing in the USSR. Development - 1946-1947. The aircraft made its first flight in June 1947 (pilot I.E. Fedorov).



La-160 "Strelka" (<http://www.airwar.ru/>).

Author: [DIMMI](#)

Created: 10.03.2014 12:42:06

Comments: [3](#)

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La-152 / La-154 / La-156 / La-176TK

DATA AS OF 1997 (requires updating, in progress)

La-152 / La-154 / La-156 / La-176TK

★★★★

Experimental fighters with laminar wing profiles. Developer - S.A. Lavochkin Design Bureau. Development began in 1946, the La-152 made its first flight in 1946.

La-174TK - "Thin Wing".

Aircraft La-156 (<http://crimso.msk.ru/>).Author: [DIMMI](#)

Created: 08.03.2014 23:30:45

Comments: [1](#)[READ THE FULL ARTICLE >](#)

Yak-19

DATA AS OF 1997 (requires updating, in progress)

Yak-19

★★★

Experimental fighter. Designed by A.S. Yakovlev Design Bureau. Development began in 1946. First flight of the Yak-19-I prototype - January 1947 (pilot - S.N. Anokhin), first flight of the Yak-19-II prototype - October 1947. The aircraft was not mass-produced.

Experimental fighter Yak-19 (<http://www.airwar.ru/>).Author: [DIMMI](#)

Created: 23.02.2014 00:18:16

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I-270

DATA AS OF 1997 (requires updating, in progress)

I-270 / "Zh" aircraft

★★★

Experimental fighter. Developed by the A.I. Mikoyan and M.I. Gurevich Design Bureau using materials and developments on the German Me-263 fighter. First flight - 1946 (pilot - V.N. Yuganov, according to V.B. Shavrov, first flight - summer 1947). Only two examples were built, both crashed during testing.

Experimental fighter I-270 OKB MiG (<http://crimso.msk.ru/>).Author: [DIMMI](#)

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Yak-15 - FEATHER

DATA AS OF 1997 (requires updating, in progress)**Yak-15 - FEATHER**

★★★

Fighter. Designed by A.S. Yakovlev Design Bureau based on the Yak-3 piston fighter. Initial designation of the project in the design bureau was Yak-RD or Yak-YUMO. The prototype was built by October 1945 with the expectation of entering flight tests by the end of 1945. Ground tests of the aircraft began in October 1945 - engine starts, runs and approaches. A problem was discovered - fuselage overheating from the engine jet, which required modifications to the fuselage to improve its heat protection. On December 1, 1945, a commission chaired by N.A. Kozlov, head of the Quality Control Department of Plant No. 115, examined the materials on the Yak-Yumo aircraft and determined that it had been built in accordance with the drawings and could be transferred for factory testing. Nine days later (December 10, 1945), a report was drawn up stating that the Yak-Yumo had undergone ground tests from December 5 to 10, 1945. During this, four taxiing runs were performed with the tail up, which made it possible to begin flight tests. Before the first flight, the aircraft was transferred to TsAGI for testing in the T-101 full-scale wind tunnel.

The aircraft's first flight took place on April 24, 1946 (pilot - M.I. Ivanov, lead engineer - E.G. Adler) - somewhat later than the first flight of Mikoyan and Gurevich's [MiG-9](#). The second Yak-15 prototype was built in December 1945. The aircraft differed from the first prototype by a slightly larger horizontal tail area. After a series of tests at the Central Airfield, the Yak-15 was sent to TsAGI for testing in the T-101 full-scale wind tunnel.

Serial production began on October 5, 1946, at the Tbilisi Aviation Plant. The first series of 15 aircraft was released in 1947. Aircraft testing was completed in May 1947.



One of the most famous photos of the Yak-15 fighter is a serial Yak-15 from the first series of 15 units, produced in 1946-1947 by the Tbilisi Aviation Plant.

Author: [DIMMI](#)

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Su-9 / Su-11 / Su-13

DATA AS OF 1997 (to be updated, in progress)**Su-9 / aircraft "K"****Su-11 / aircraft "LK" / "KL"****Su-13 / aircraft "KD"**

★★★

A family of experimental fighters designed by P.O. Sukhoi Design Bureau. Development of the Su-9 began in 1944 (Su-11 in 1947). The first flight of the Su-9 prototype was in November 1946. The Su-11 flew in 1947 (first flight - pilot G.M. Shiyonov). The Su-13 was built in 1948, but never flew. The aircraft were

never put into serial production and were never accepted into service.



Su-9 fighter during testing, 1946.

Author: [DIMMI](#)

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La-150

DATA AS OF 1997 (requires updating, in progress)

La-150



Experimental fighter. The aircraft was developed by the S.A. Lavochkin Design Bureau. The aircraft was developed starting in 1945. The prototype made its first flight in September 1946 (pilot - A.A. Popov).

The aircraft was not submitted for state tests, but was produced in small series at Plant No. 21 (Gorky) for the November parade of 1946. Factory tests were completed in April 1947. The aircraft was never put into service with the USSR Air Force.



Airplane La-150 "parade" series 1946, manufactured by Plant No. 21, Gorky (<http://projet.ucoz.ru/>).

Author: [DIMMI](#)

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MiG-31 FOXHOUND Registry

DATA AS OF 2012 (standard update)

MiG-31 - FOXHOUND Registry

The registry is a list of individual examples of the equipment model. This article is an appendix to the description of the [MiG-31 FOXHOUND aircraft](#)



MiG-31BM, No. 16, blue, from Monchegorsk. Photo taken during a surprise inspection of the Air Force's combat readiness at the Pemboy training ground near Vorkuta, May 2013 (photo by Alexey Reznichenko, <http://lelik1970.livejournal.com/>).



MiG-31BM, No. 10, blue, from Monchegorsk. Photo taken during a surprise inspection of the Air Force's combat readiness at the Pemboy training ground near Vorkuta, May 2013 (photo by Alexey Reznichenko, <http://lelik1970.livejournal.com/>).



Алексей Резниченко © lel1970.livejournal.com
MiG-31BM, No. 10, blue, from Monchegorsk. Photo taken during a surprise inspection of the Air Force's combat readiness at the Pemboy training ground near Vorkuta, May 2013 (photo by Alexey Reznichenko, <http://lel1970.livejournal.com/>).



MiG-31DZ, red #58, from Khotilovo, Perm. Photo taken during a surprise inspection of the Air Force's combat readiness at the Pemboy training ground near Vorkuta, May 2013 (photo by Alexey Reznichenko, <http://lel1970.livejournal.com/>).



MiG-31DZ, red #31, from Khotilovo, Perm. Photo taken during a surprise inspection of the Air Force's combat readiness at the Pemboy training ground near Vorkuta, May 2013 (photo by Alexey Reznichenko, <http://lelik1970.livejournal.com/>).

Author: [DIMMI](#)

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MiG-15 - FAGOT

DATA AS OF 1997 (requires updating, in progress)

MiG-15 / "S" - FAGOT-A (formerly FALCON)

MiG-15bis - FAGOT-B

MiG-15UTI - MIDGET

★★★

Frontline fighter. Developed by the Mikoyan and Gurevich Design Bureau. Development of the aircraft began in 1946. The first flight of the I-310 prototype (aircraft S-01) took place on December 30, 1947 (pilot - V.N. Yuganov). Serial production of the I-310 under the name MiG-15 began in March 1948. In 1949, the fighters began to arrive at the Air Force units. The MiG-15 and MiG-15bis took part in the Korean War in 1950-1953. One of the most mass-produced aircraft, it was produced at eight factories in the USSR. Work was also underway on a duplicate version of the project with a straight wing - I-320 (FN), but it was discontinued.



MiG-15 (<http://kvaksiuk.com>).


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